

# WALKER AVENUE STUDY



Residences Located Near a Street Car Line

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## WALKER AVENUE

Traffic issues have been a major concern for the Lindley Park Neighborhood during the neighborhood planning process, of which Walker Avenue has been of particular interest. Walker Avenue traffic dominated many early neighborhood planning meetings, beginning with the 1/16/03 City Council Special District Meeting at Lindley Recreation Center. With Walker Avenue being such a controversial topic, the Lindley Park Neighborhood Executive Committee asked the City's "Neighborhood Team" not to act right away on Walker Avenue until the neighborhood reached consensus on the solutions. Walker Avenue was put on hold until 10/21/03 when a special meeting was held at the Lindley Recreation Center to address Walker Avenue concerns. The 10/21/03 meeting was facilitated by the City of Greensboro, and the neighborhood established goals, defined problems, analyzed causes, and brainstormed solutions. City staff has completed a review of the suggested solutions, met with City Council representatives, and recommends the following be implemented along Walker Avenue:



- a. The residents of Walker Avenue sign up to make Walker Avenue a "Neighborhood Speed Watch" street, take the "Pace Car Pledge", and agree to monitor radar speed display devices. Neighborhood Speed Watch signs will be placed along Walker Avenue and the Police Department will follow-up with increased speed enforcement.
- b. The Police Department, through the Central District Offices, has agreed to increase periodic speed enforcement along Walker Avenue and establish a more visible presence throughout the neighborhood.
- c. Multi-way stops will be placed at Ashland & Walker and Longview & Walker. The multi-way stop condition will include a 4'W x 8'L concrete island on the Eastbound and Westbound approaches to the intersections that include "State Law, Yield to Pedestrian" signs. The concrete islands will choke/slow traffic approaching these intersections as well as offer pedestrians a mid-block refuge. There will also be enhanced pedestrian cross-walk markings added to each intersection. Finally, Parking will not be allowed on Walker Avenue within 150' of the concrete islands.
- d. Place 4'W x 8'L concrete islands on the Eastbound and Westbound approaches to the intersections of Lindell & Walker and at Northridge & Walker that include "State Law, Yield to Pedestrian" signs. The concrete islands will choke/slow traffic approaching these intersections as well as offer pedestrians a mid-block refuge. There will also be enhanced pedestrian cross-walk markings added to each intersection. Finally, Parking will not be allowed on Walker Avenue within 150' of the concrete islands.
- e. **67% of the residents along Walker Avenue from Holden Road to Elam Avenue must sign a petition for the installation of the stop signs and the pedestrian signs before these traffic control devices are to be implemented.**

Once the above measures have been taken, the City will monitor traffic conditions and make adjustments as necessary.